

### 3.0 Comments on the DEIS

#### 3.1 Public

The public involvement program preceding the release of the DEIS is described in the DEIS Chapter 7, Section 7.3. The following paragraphs describe the Public Hearing, the comments received, and IDOT's responses.

##### 3.1.1 Public Hearing

A Public Hearing was held at the Union Community School District 115 in Biggsville, Illinois on Thursday, April 18, 2002 from 5:00 pm to 7:00 pm. The format was an open house with no formal presentation. Large-scale aerial exhibits were available depicting the preferred alternative, and proposed access, intersections and interchanges. A certified court reporter was available to record public comment.

##### 3.1.2 Comments on the DEIS and Responses

The sign-in sheets contained ninety-three (93) names. Twenty-four individuals made comments by way of recorded public comment, written comment, and/or verbal comment (Appendix B, Public Comment Summary Table). The following summarizes the types of comments received from the public as well as how they were or will be resolved (as applicable). Transcripts of recorded public comments; written comments, and response letters are included in Appendix B.

1. Property values will diminish at Harlem in Monmouth with the proposed cul-de-sac and property owners should receive either financial compensation for the drop in property values or the purchase of his entire property. **IDOT has re-evaluated this area and has determined that the existing access configuration to Harlem from Sunset will remain and no cul-de-sac will be constructed.**
2. The route should be located 1 to 2 miles south of Biggsville since there are no homes there. **This alternative was investigated and eliminated from further consideration since an alignment that far south would not serve the local communities. Additionally, no homes along the bypass of Biggsville are to be displaced.**
3. Aerial exhibits depict more right-of-way taken at the U.S. Route 34/IL Route 164 intersection than what was depicted at the last public meeting. **Further study of the soil conditions after the last public meeting and prior to the Public Hearing indicated that benching (method used for slope stability) was needed thereby increasing right-of-way needs.**
4. Comments were made that an interchange at Carman Road is not needed because the new traffic signals adequately control traffic. **In general, new interchanges would not be built until they are warranted by an evaluation of accidents, turning movements, traffic, and land use.**
5. Several individuals commented that that the preferred alternative was logical and located in the best areas possible. **Comment noted.**
6. Irrigating farm fields will be more difficult with the right angle interchange at TR66 and the reverse curve for IL Route 164. **This interchange, which was in the DEIS, has been modified to a diagonal interchange with a more desirable approach for IL Route 164. An evaluation of**

**accidents, turning movements, ADT, and land use at the time of Phase II plan preparation will determine whether an intersection or interchange will be constructed.**

7. A property owner east of Carman preferred access to TR38 instead of Carman Road. [NOTE: Later correspondence from the owner reversed this request and again asked for access at Carman Road.] They very much support the four-lane improvement. **Their access will remain off Carman Road; however access would only be needed when the interchange at Carman Road was constructed.**
8. A property owner questioned the right-in/right-out access to their property. **Subsequent to the Hearing, a median opening was investigated and approved and is now shown in the Design Report.** (Refer to Appendix B for response letter regarding other specific issues at this property.)
9. The median should be widened to 80 feet. **IDOT median width standards for this type of facility, is 50 feet. The 80-foot median was not recommended due to infrequent seasonal use and associated impacts of the additional 30-foot width of right-of-way.**
10. Several property owners requested field entrances. **Field entrances are now provided.**

## **3.2 Agencies**

### **3.2.1 List of Agencies**

The following agencies received copies of the DEIS. Agencies who responded with comments are marked with an (\*).

#### **Federal**

Federal Emergency Management Agency\*

U.S. Department of Agriculture-Natural Resources Conservation Service, Champaign, IL.

U.S. Department of Agriculture-Natural Resources and Environment, Washington, D.C.

U.S. Department of the Army\*

U.S. Department of Commerce\*

U.S. Department of the Interior-Fish and Wildlife Service

U.S. Department of the Interior-Office of Environmental Policy and Compliance\*

U.S. Department of Health and Human Services-Center for Environmental Health

U.S. Department of Housing and Urban Development

U.S. Department of Transportation-Federal Aviation Administration

U.S. Department of Transportation-Federal Highway Administration

U.S. Department of Transportation-Federal Railroad Administration

U.S. Environmental Protection Agency\*

#### **State**

Bureau of the Budget

Illinois Department of Agriculture-Division of Natural Resources-Bureau of Farmland Protection\*

Illinois Department of Agriculture-Division of Natural Resources-Bureau of Land and Water Resources

Department of Commerce and Community Affairs

Department of Corrections

Department of Natural Resources-Office of Mines and Minerals

Department of Natural Resources-Office of Water Resources\*

Department of Natural Resources-State Natural History Survey

Department of Natural Resources-State Water Survey\*

Department of Natural Resources\*  
Department of Public Health  
Department of Transportation-Bureau of Design and Environment  
Department of Transportation-Division of Aeronautics  
Economic Development Committee  
Illinois Archaeological Survey  
Illinois Commerce Commission  
Illinois Environmental Protection Agency\*  
Illinois Historic Preservation Agency\*  
Illinois Natural History Survey  
Illinois State Clearinghouse  
Illinois State Geological Survey  
Illinois State Library  
Illinois Water Survey

**Agricultural Agencies**

Henderson County Farm Bureau  
Henderson County Soil and Water  
Illinois Farm Bureau  
Warren County Farm Bureau  
Warren County Soil and Water Conservation District

**Mayors**

Mayor, City of Monmouth  
Village President, Kirkwood  
Village President, Biggsville

**County**

Henderson County Board  
Henderson County Engineer  
Warren County Board  
Warren County Engineer

**Planning Commissions**

Bi-State Metropolitan Planning Commission

**Local Libraries**

Biggsville Public Library  
Burlington Public Library  
Galesburg Public Library  
Kirkwood Branch Library  
Warren County Public Library

**3.2.2 Summary of Agency DEIS Comments**

The following list summarizes the types of comments received from agencies. Refer to Appendix D for agency comments and responses to comments.

- Clarification regarding flood risks within the South Henderson Creek floodplain
- Clarification regarding those archaeological sites that could qualify as Section 4(f) resources
- Concurrence with alternative evaluation methodology
- Request for additional water quality data

- Consideration for minimization measure to reduce impacts to Botanical Site #3
- Consideration for additional minimization measures for landlocked parcels and uneconomical remnants
- Clarification on tree mitigation sites
- Clarification of floodplain/floodway terminology
- Concurrence with wetland assessment
- Concurrence with no effect on historic and architectural properties subject to preservation under the NHPA of 1966.